



Welcome

Even in February, there are places where the sun always shines: the Canary Islands; the pages of cycling magazines; and, if you're fan (I know you're not) of Eighties Scandinavian synth-pop, "on TV". But not outside my window or, I suspect, yours.

There's a disjunction between the idealised cycling world and the one we inhabit, especially now, at the fag end of winter, on a northern European island in an unforgiving slate grey sea. It explains why so many road bikes that aren't built for racing nevertheless lack the clearance and fittings for mudguards, equipment that's about as 'optional' as the windows and windscreen wipers of a car.

Some roadies are so committed to the mudguardless dream that they'll claim you don't need them. In a British winter! It's denialism, the Emperor's New Bike. Even the language around mudguards is revealing. They're not 'components' or 'equipment' but *accessories*. Road bikes that are built to accommodate them evidently aren't welcome in the other three seasons; they're *winter* training bikes.

They should be called road bikes, and those that don't accept mudguards branded race bikes – or summer bikes. It would nice if there were more *winter* road bikes, too. We've got a review of a couple you can buy starting on page 66.

The review will look a little different from previous ones because we've refreshed Cycle's design this issue. I hope you like the new look.

DAN JOYCE
Cycle editor

Local riding

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On the cover

Ribblesdale, with Pen-y-Ghent in the background, by Jon Sparks